ATTITUDE OF THE EMPIRE AS SET FORTH AT WASHINGTON.

NO DESIGNS AGAINST THE ISLANDS-THE TREATY WITH HAWAII-THE JAPANESE EMIGRA-TION LAW-JAPANESE SUBJECTS

ENTITLED TO DAMAGES. Washington, June 27.-The Japanese position on the annexation of Hawaii by the United States has been made known from a very high source, The Japanese base their opposition to annexation almost entirely on the ground that it is an interference with the treaty rights of Japan, and complain especially that the treaty was negotiated in the face of the most friendly protestations from Japan and at a time when the Japanese authorities had been led to believe that no such treaty would be undertaken. The following may be accepted as an absolutely accurate outline of the position of the Japanese Legation in

The Japanese insist as on all former occasions, that the Japanese Government has not now and never has had any designs against Hawali. This they consider a most important point because of the talk about colonization, which, they say, has apparently had so much weight in the discussion of the question. They contend that the Japanese first went to Hawaii in response to the demand for labor in the islands, under provision of a treaty concluded in 1886 at the solicitation of the Hawaiian Government. They call attention to the fact that the Japanese Government have always been averse to having their people go abroad as "coolies," as the Chinese do, and that the Government has always striven to prevent

As a consequence, the Hawaiian treaty was so worded as to prevent even the suspicion of anything like coolie labor. The interests of all parties were, they say, protected, and the Hawaiian planters secured a high class of agricultural labor op fair terms and under circumstances that did not give the least occasion for the dislike and opprobrium which generally attach to contract labor. This treaty, they say, worked admirably for years, and until the planters became restive under the conditions imposed by it, thinking, the Japanese hold, that they could secure labor more cheaply with the restrictions re-

At the same time, the question of annexation came up, and the adherents of union with the United States thought it would be necessary to make changes in the method of obtaining the labor absolutely necessary to the prosperity of the sugar industry of the islands. This was, they allege, the origin of the so-called "voluntary" system of immigration to Hawaii.

The development of this situation led to the framing by the Japanese Government of its emigration law. This law is very strict in prohibiting the exportation of Japanese except where employment is assured, and it is declared that under its provisions it would be impossible to flood the Hawaiian Islands, as has been asserted to be the Japanese purpose, without the connivance of the Japanese authorities. This, they hold, could not be secured, in view of the policy of Japan against the importation of the olic labor and in view of the repeated denials of Japan of any designs upon Hawaii.

They assert that Hawaii took no steps to restrict immigration from Japan until last Febru- language ary, when a sudden and suspicious demand was made upon Japan to this end. This, they al-lege, is evidence sufficient that there was no oding of the islands. They regarded this demand from the Hawaiian Government as capriclous, and concluded that it was made to increase the agitation in the interest of annexation and to furnish a pretext for speedy action in

To the same end they consider the cry of dan-To the same end they consider the cry of dan-ger from Hawaii on account of Japanese ag-gression to have been raised. They scoff at the idea that this fear had any foundation in fact, and say that the danger existed only in the minds of the zealous advocates of annexation. They assert that Japan has freely explained every step taken in this controversy with Ha-waii to the United States, and they hold that the fact that such explanation has been made fact that such explanation has been the fact that such explanation has been made should be accepted as proof positive that Japan has no ulterior designs upon the islands. In view of these explanations on their part to the United States, they complain of the sudden-ness of the announcement of the Hawaiian treaty of annexation, and say that the treaty was consummated whea they had reason, from official assurances, for believing that no hasty

official assurances, for believing that no hasty action in that direction was contemplated.

They consider that many subjects of Japan are entitled to damages on account of Hawaii's summary refusal to permit them to land, and that they are deprived of their remedy by the consummation of this treaty. On this account they are inclined to regard the action as unjust and arbitrary. They also hold that Japan has rights under treaties with Hawaii other than those detailed, including reciprocal immunities which they fear may not be renewed if Hawaii becomes part of the United States.

The present purpose, they contend, appears to

The present purpose, they contend, appears to be to terminate these rights without privilege of appeal, and against this proceeding they protest. They say that while Japan has no purpose of asserting any authority in Hawaii, the Japan-ese Government has the right to remonstrate in the interest of her citizens and to demand that their legitimate rights be respected

ADMIRAL BEARDSLEE WAS READY. AMERICAN MARINES LANDED AT HONOLULU-A

GROUNDLESS RUMOR THE CAUSE. San Francisco, June 27 .- The steamer Gaelic brought the following advices from Honolulu June 20:

Since the Philadelphia has been in port weekly battalion drills have been held. On the 14th the men from both the Marion and the flagship were landed. While on the march to the drill grounds un orderly brought an order and the hattalion returned on board. This action was taken, it is understood, on account of a rumor to the effect that the Naniwa would land a force of men to take charge of the Hawaiian customhouse. The Japanese failed to act, and it is believed that Admiral Beardslee's prompt action

caused the captain to change his mind. The English-speaking people here believe that there was good foundation for the rumor, in spite of the denial made at the Japanese Lega-

Another rumor was to the effect that the Naniwa is to leave on Wednesday next. That rumor, like the other, is without any foundation whatever. About two months hence another man-of-war will be here and the Naniwa is likely to leave before then. The Japanese Minister, Shnimamura denies the story to the effect that Japan has withdrawn its request of the Hawaiian Government for an explanation of the

reasons for ejecting the Japanese immigrants. "There has been no correspondence between this Legation and the Minister of Foreign Affairs since June 4," said the Minister. "At that time I addressed a letter to the Minister of Foreign Affairs, and as yet, though it seems a very

long time, I have received no reply, "The position is this," he continued. "Before the steamer having the immigrants on board left Honolulu I made a formal protest to the Minister of Foreign Affairs. His answer was incomplete and unsatisfactory. In due time, I received instructions from my Government and sent a request to the Minister of Foreign Affairs for the reason of the expulsion of the Japanese laborers. The Hawaiian Government sent me en answer which I considered vague and indefinite. On June 4 I wrote again, and for two

weeks my letter has remained unanswered.

I am daily expecting a communication to ar-

bun," who came here on the Japanese cruiser SEVEN LIVES LOST IN THE WABASH DISCOVERED IN THE HOLD OF THE CITY Mr. Shikawa, Editor of the "Tokio Shuo Shim-Naniwa to investigate the trouble arising from Japanese immigration, started for home on the 15th inst. He carried with him a proposition Colonel Spaiding for a transpacifi which he believes capitalists of his country wanot be slow to take hold of at no distant date

'I cannot now discuss the matter in detail." "I cannot now discuss the matter in detail, he said, "but I may state our present plan involves an outlay of over \$12,000,000. There is no doubt a cable can be laid from San Francisco to Hawaii without difficulty, but the problem is to stretch it from the island to Japan. From a study of the maps and surveys placed at my disposal, I am convinced the best route is by way of the Marshall Group, with the terminus at Tascarola, China, and thence overland to a point opposite the Japan coast. I have had many meetings with Colonel Spalding and have dis-Tascaroia, China, and thence overlaint to a positive opposite the Japan coast. I have had many meetings with Colonel Spalding and have discussed the matter thoroughly with him. He has made me a proposition, which I am now carrying home to the capitalists whom I represent. Colonel Spalding will be in Paris until December, and by the time he returns I think we shall be ready for action." "But how about the result of your investiga-

in the immigration tangle: "To speak frankly," replied Mr. Shikawa, "I have found that matter was not worth my time and attention. I am convinced that the difference between Hawaii and Japan will be settled in a most amicable manner. The whole affair has been very much exaggerated. Instead of stirring up more strife, I think my time can be spent to better advantage in working out this standard and the strip of the two countries. I am convinced that the differ

cable scheme, and bringing the two countries into closer trade relations."

Harold M. Sewall made a formal call on President Dole at the Executive Property of the President President Property of the President P dent Dole at the Executive Building on the 7th and presented his credentials as Envoy Extraordinary and Minister Plenipotentiary from the United States. He was accompanied by the Chargé d'Affaires, Ellis Mills. A reception was tendered the Minister on the 16th. It took place on board the Philadelphia, and was well at-tended.

Admiral Beardslee said to-day that he received instructions from the Secretary of the Navy by the last steamer concerning the repairs to be made on the Marion. She will have another survey and will be repaired to a certain extent in Honolulu. After this has been done the vessel will be sent to Mare Island or some other naval

station for a general overhauling. The Admiral said that everything is in statu quo as regards a change of the United States cruisers in Honolulu. The Baltimore will relieve the Philadelphia in this port as seen as she has her repairs completed at Marc tsiand. Mr. Mills will start for Washington as soon as

his successor, William Hayward, arrives, which will probably be within the next fortnight. Mr. Mills is not fully determined upon his future plans. He may return to Honolulu and engage in the practice of law.

Minister Cooper has not yet appointed a successor to the lata Frank Hastings, socretary of

or to the late Frank Hastings, secretary the Hawaiian Legation at Washington. W. H. Armstrong, now at the capital, will, it is said. probably be selected.

FOREIGNERS INSULTED IN JAPAN. INCIDENTS SHOWING A SPIRIT OF RACE HATRED AMONG THE NATIVES.

San Francisco, June 27 (Special).-Yokohama adof the better class are increasing. A game of base ball was played recently at Yokohama between a was played recently at lokonama conserva-n of foreigners and the Tokio High School, the was witnessed by a large delegation of mese students and a majority of the European ay. When the Japs scored the students ap-ded, but when the foreigners made good plays plauded, but when the terciners have the Japs shouted course and obsecte abuse. As a large number of the foreigners understood Japanese the spectacle was disgraceful. Only one Japanese paper had the courage to comment on the unmanly behavior of the students. Foreign women in Tokio and Yokohama have recently been subjected to gross insults by students and intricksha coolles, who rely for safety on the supposed ignorance of their victims of the Japanese because

JAPAN WORRIED BY THE TARIFF. London, June 28 -A correspondent of "The es" at Tokio in a letter published this morning dwells upon the enormous damage which the new an tariff will work to Japanese trade. se tea amounts to more than the whole value of the exports of that commodity, and says that there is a great rush of exporters to forestall the imposition of the duty. The correspondent adds:
"A deputation of tea-growers has waited upon the Minister of Agriculture to urge the Government to make official protest, but Japan seems fated to a rude awakening from her dream of American symptoms and good will."

TWENTY-SIX MINERS KILLED.

CRUSHED BY A FALL OF ROCK IN A CHILIAN

Valparaiso, June 27.—Twenty-six miners have been killed by a fall of rock in the Labrar mine, in the province of Atacama.

DISASTROUS FLOOD IN GALICIA.

A TRAIN GOES DOWN WITH A BRIDGE AND MANY ARE DROWNED. Vienna, June 27.-The town of Kolomea, in

Galicia, has been flooded by the rising of the River Pruth. Many houses have been destroyed and the bridge between Kolomen and Turka has been The colinpse took place swept away train was crossing, and it is believed that many have been drowned. The Government has ordered the soldlery to assist the inhabitants in the effort to save their property.

There were five rallway carriages, and they fell a great heap together. As yet there is no den-te report as to the number of passengers. A ter-ble storm of hall, thunder and lightning was rag-g at the time, and added to the horror of the ene. The river had risen twenty-one feet above seen. The river has been seen of the seen of the last first normal level.

Seven officials, including the postal staff at Mailvan, have been drowned.

The distress at Kolomea is terrible, Hundreds are
homeless, their houses having been carried away
with the rush of the waters.

FRESH OUTBREAK IN CRETE.

RENEWED FIGHTING BETWEEN MUSSULMANS AND CHRISTIANS.

Canea, Island of Crete, June 27 .- An armed force of 1 200 Mussulmans made a sortie from Canea last night, crossed the military cordon and surprised the insurgents at Kanlikastelli, three hours' distant the insurgents at Kanlikastelli, three hours' distant A desperate combat ensued, in which thirteen Mussulmans were killed and twelve wounded. The Christian inhabitants of the district are preparing to make reprisals by land and sen.

Later advices show that many Christians were killed, as well as many Turks, in engagements that preceded the principal fighting at Kanlikastell.

The whole district is greatly excited.

The trouble arose from the encroachments of Mussulman refugees, who attempted to pasture their cattle within the limits of the neutral zone.

MORE TROUBLE IN THE NEUTRAL ZONE. Athens, June 27.-The Turkish Army in Epirus, having occupied several positions overlooking Agrapha, thus threatening the Greek retreat in the event of a resumption of hostilities, the Greek Government has decided to occupy Karpenisi with a strong force.

SAGASTA'S POLICY COLDLY RECEIVED. Madrid, June 27.-Señor Sagasta's manifesto de fining the policy of the Liberal party with regard to Cuba has been coldly received.

The Government has signed a contract for a 6 per cent loan of \$8,000,000 to meet the expenses of the Philippine war. It will be guaranteed by the Philip-

HEAVY RAINS FALLING IN CUBA. Havana, June 27.—Captain-General Weyler has arrived at Manzanillo. Heavy rains are failing in the interior of the island.

SAYS THE MOON IS A PLANET.

Lima, via Galveston, Tex., June 27.-Professor Aarperath, of the Cordoba Observatory, asserts that the moon is not a satellite of the earth but a primary planet

A MINE CASHIER ROBBED AND MURDERED

Rome, June 27.-Signer Valtganters, the cashier of the San Glovanni Mine at Iglesias, Sardinia, while on his way from the mine with a large sum, was robbed and murdered.

DR. "JIM" SAILS FOR CAPE TOWN. London, June 27.-Dr. Jameson sailed yesterday

for Cape Town, en route for Bulawayo.

MAIL CLERKS ALL KILLED. FIRE BREAKS OUT AT SEA.

RAILWAY WRECK.

A FARMER'S HEROIC EFFORTS TO AVERT

DISASTER PROVED UNAVAILING. Kansas City, Mo., June 27 .- Seven coffins were forwarded to St. Louis to-day from Missouri City. They contained the bodies of victims of last night's wreck on the Wabash road. A correct list of the dead follows:

BRINK, F. W., postal clerk, St. Louis, GRINROD, Edward, baggageman, St. Louis. MILLS, W. S., postal clerk, St. Louis, SMITH, O. M., postal clerk, St. Louis, WINTERS, Charles, postal clerk, St. Louis

The conductor of the train, G. C. Copeland, of St. Louis, who was reported last night among morning to the railroad hospital at Moberly. With a fractured skull and several broken ribs. he lingers between life and death, but the surgeons express a hope that he will recover. Mr. Copeland was supposed to be dead when taken from the wreck, and his body was laid in a row working out this with the seven dead. A few minutes later some one observed a sign of life, and he was transferred to a stretcher and received every possible

Of the nineteen others injured, not one is in a critical condition. Among them all there is not one broken limb, though many of them were thrown three-quarters of the length of the coaches in which they were riding. A partial list of those, besides Mr Copeland, injured, is

tuttion Edward Politicar, Kan.; head bruised and cut DARCEY, Miss Alice, Kansas City; head badly cu

HINNON, J. W., Mexico, Mo.; both legs badly brutsed. MATTHEWS, Mrs. Sallie, Kansas City; side burt.

PRATHER, Artelia, eight years old, Columbia, Mo.; head

Mrs. W. H. Wilkinson, of Kansas City, is the most seriously hurt. Two small bones of her left

four of the five mail clerks almost instantly. Their car pitched end-first through the break in the trestle, and they must have been drowned in the raging stream while in an unconscioucondition. The bodies of the four were swept from the wreck and were recovered some distance down the stream. There were signs of life in the body of the fifth mail clerk when rescuers dragged him from the wreck, but he died a few

dition of the trestle, and resolved to flag the passenger train, which he knew was about due. For nearly an hour he stood in the terrific down-pour of rain, only to fail at last in his good in-tentions, for when the fast mail came thundering the farmer frantically waved across the track. The locomotive struck the trestl

pitched into the stream, end biss. Levy in this car was lost. The smoker, next behind, followed. It was in this car that the conductor, Mr. Copeland, was riding. The other occupants escaped serious injuries. The chaircar, next behind, also plunged in upon the mass of wreckage, end first, and all its passengers were thrown to the forward end in a heap. The front end of the sleeper, next in the rear, jammed into the protruding end of the chaircar, and was thus prevented from following the others into the chasm. The two Excelsior Springs coaches in the rear remained on the track.

The scene of the wreck, which is twenty-one miles northeast of Kansas City, near Missouri City station, was visited to-day by many persons. A wrecking train worked all day repairing the trestle and raising the shattered coaches, and to-night trains are moving over the road as usual.

aud to-night trains are moving over the road as usual.

As soon as the engineer, Carlisle, realized what had happened he started as fast as his crippled engine could travel for Missouri City and reported the wreck. A wrecking crew left Moberly shortly after. Twenty minutes after the wreck was reported a special train carrying the officials of the line and a score of dectors left Moberly. Word was zent to Kansas City for a special, with doctors, and the Wabash surgeon, Dr. J. N. Jackson, and a dozen assistants were soon at the station. It was then learned that those persons with slight injuries could be brought back to this city quicker, and the special was not run from here. The doctors waited at the station for the train that brought the injured in

ured in.

Not a trainman was to be found. The crew
here all in the wreck, and only the conductor of
he Pullman and his porter were there to help

the Pullman and the the chair-car the massengers.

The worst damage was done in the chair-car. Conductor Copeian I had just entered the front door of that coach when it went down. Chairs went tumbling down along with the peeple, and beneath the mass Copeland met his death Cries came from all parts of the wreck, and people were climbing and hurrying out of it. Men with blood streaming all over them and wimen with clothing disheveled and covered with blood pit-ecusly appealed for help. Men were pinioned down beneath great masses of earth, and it was agony unspeakable to get them out, but those who could render assistance did all that was possible. There is no telling how many people are in the water. It was from six to ten feet deep, and the current was swift.

"I was sitting in the middle of the chair-car," said Mrs. Sallie Matthews, "when the train went down. I never heard such shricks and cries in my life before. Then all was still for a moment. The thunder was rolling dreadfully, the lightring was blazing, and the rain falling in torrents. There were a dozen men in the car, and all but three ran out and left the dozen women there all alone."

ALMOST CRUSHED BY THE VESSELS.

A BOARDING OFFICER SAVES A CONTRACT LABOR INSPECTOR FROM DEATH.

the Immigration Bureau, narrowly escaped being crushed to death between the hulls of the French steamship La Touraine and the revenue cutter Manhattan on Saturday afternon. Assistant Com-

steamer, parted.

The cutter immediately fell astern, tearing the rope ladder with it, and inspector Kasson came near to being ground to death between the huis of the vessels. The boarding officer, John Dolan, grabbed Kasson just as he was falling and dragged him aboard the cutter.

NEW CARINET IN CHILL

hill says that President Errazuriz has accepted the following Cabinet, to succeed the Ministry of or Carlos Antunez, which resigned on June 22:

For Minister of Finance Señor ISMAEL TOCORNAL.
For Minister of Pinance Señor ISMAEL TOCORNAL.
For Minister of Justice Señor AMUNATEGUI.
For Minister of War-Señor VERGARA.
For Minister of Fublic Works—Señor PRATS.

OF ROME.

A TRESTLE WEAKENED BY FLOOD GIVES WAY- BROUGHT UNDER CONTROL IN A FEW HOURS-COURAGEOUS CONDUCT OF CAPTAIN

as follows:

GRAY, Dr. "Sol," Prairie Hill, Mo.; right knee and both elbows injured.

MERRICK, Miss Nellie, Carrollton; back badly hurt PRATHER, Mrs S. C., Columbia, Mo.; head, shoulders,

WILKINSON, W. H., Konsus City; shoulders injured and WILKINSON, Mrs. W. H., Kansas City; right arm

hand are broken, and she suffered a severe lacer- total of 551 persons on board. The passengers ation of the thigh as well as bruises about the face and neck. The wounds of most of the others are trivial. All indications are that death came to at least

Last night it was feared there were more bod-

les in the stream, but a careful search to-day proved that the faralities are limited to those alproved that the faralities are limited to those al-ready named. To-day but a small stream was flowing beneath the trestle where the wreck oc-curred. In ordinary weather it is a dry creek-bed. The storm of last night, which was al-most a cloud-burst, had swollen the little stream to a torrent. The flood carried away a wagon bridge a short distance above the Wabash trestle. The wreck of this bridge was hurled down upon the railroad trestie and carried away a row of wooden supports in the centre.

A. B. Pickett, Editor of "The Daily Cimetar of Memphis, Tenn., said that the fire was di

on the storm was almost blinding, and the en-gineer evidently could not see the signal which

The locemotive struck the trestle. The engine passed over, but the tender went through with the crumbling bridge. The baggage-car toppled off on its side, while the mallear which followed pitched into the stream, end first. Every life in this car was lost. The smoker, next behind, followed pages of the stream of the stream

The Contract Labor Inspector, John Kasson, of Manhattan on Saturday alternon. Assistant Com-missioner McSweeney, with a squad of boarding officers and contract labor inspectors, boarded the steamship at Quarantine, and just as Inspector Kasson had started to climb the rope ladder thrown over La Toursine's side, the cutter's hawser, which was made fast to the forward bilt of the big steamer, parted.

The cutter immediately fell astern, tearing the

London, June 27 .- A dispatch from Santiago de

THE PASSENGERS. The Anchor Line steamship City of Rome, which arrived here from Glasgow last evening. narrowly escaped destruction by a fire which broke out on Saturday, presumably through the spontaneous combustion of some fute which was in her cargo. Captain Hugh Young, who is the commodore of the Anchor Line fleet and commands the City of Rome, said, when the ship was moored 'n her dock at Pier No. 54, North River, Twenty-third-st., last evening: "The fire was discovered at 2:30 p. m., and was in Hold No. 4, directly under the main saloon. The ship was then in latitude 41:28, longitude, 63:29. Lewis, thirty-five years old, of No. 175 Miller-The crew of 225 officers and men were immediately called to fire quarters. Steam was turned his wrists broken and a knescap dislocated. An into the hold and about twenty-five holes were ambulance took him to the Norwegian Hospital, cut in the saloon deck through which water was where it was said that the chances of the man's poured into the hold from lines of hose. Cargo was removed from Hold No. 3, and lines of hose were also led into Hold No. 4 through the bulkhead door. The fire was under control by 7:30 o'clock, but the crew continued to work all night. No one was injured, but the smoke was so dense in the stokeroom that a stoker was overcome and had to be taken on deck. When the fire broke out, the ship's fourteen lifeboats were provisioned and swung out board ready for lowering. Two vessels were near by, and I offered to transfer the passengers to them, but advised them to remain on board, which they did. They were remarkably calm, and there was no undue excitement. The fire is still smouldering, but no estimate of the amount of damage done can be

made until the burned cargo is discharged." When the City of Rome came up the bay she was under her own steam, but was accompanied by the powerful wrecking tugboat, the I. G. Merritt, of the Merritt-Chapman Wrecking and Derrick Company. The fireboat New-Yorker went to the Anchor Line pier, but her services were not required. The City of Rome had 56 first-cabin, 90 second-cabin and 150 steerage passengers, which, with the crew of 225, made a all said that while there was considerable excitement when the fire was discovered, there was no panic, and they spoke in terms of high praise of the thoroughness of the fire drill and the perfect discipline maintained by the captain

and his officers. E. S. Bender, of Albany, N. Y., who was a first-cabin passenger, told the following story: there was considerable excitement at first. Captain Young, who deserves great credit, had the passengers assembled, and told them that if they would keep quiet he would bring them safely into port. There were a barkentine and a schooner about two miles away. Most of the passengers had their gripsacks in readiness to leave the ship, but after Captain Young had spoken to them they resolved to remain on board, and gave him three

rousing cheers." Dr. R. R. Stevenson, of Sloux City, Iowa, said that the cabins were densely filled with smoke and flooded with water. Some of the staterooms were in the same condition, and their oc-

A. B. Pickett, Editor of "The Daily Cimetar," of Memphis, Tenn., said that the fire was discovered through large volumes of smoke pour

covered through large volumes of smoke pouring from the ventilators.

A woman with two young children who lives
in Ohio, and who declined to make known her
name, gave some additional facts: "When the
boats were provisioned and ready for launching,
the women," she said, "were told to prepare to
leave the ship, and to get their handbags ready. In all the great excitement there were neither prayers nor hysterical rayings such as frequently accompany such occurrences. Although we had clersymen on board, no religious service was held on Saturday, nor did any of them engage in public prayer for delivery from danger; but thanksgiving services for our safe arrival were held this afternoon. The staterooms were flooded with water, and most of us had to be transferred to other staterooms. At midnight on Saturday some women had to be transferred again, as the water had invaded their new quarters. The captain and crew deserve great credit for their coolness. We had fine weather throughout the voyage, and on Thursday and Friday we saw about twenty leebergs."

Friday we saw about twenty leebergs."

When the City of Rome was off Fire Island she signalled that she was on fire. This fact was telegraphed to the city and caused great anxiety among the friends of her passengers, who assembled in large numbers at the pier to

who assembled in large numbers at the pier to await their combine.

The passengers held a meeting yesterday afternoon and unanimously adopted a series of resolutions expressing their high appreciation of the skill and courage of Captain Young and his officers, and the bravery and good discipline displayed by the crew.

The City of Rome is an iron screw steamship with four masts. She was built in Barrow, England, in 1881, and is of 8,144 tons gross and 4,615 tons net tonnage. Her length is 546 feet, beam 52 feet, and depth 37 feet.

BRIDE JUMPED FROM A BALLOON,

MISHED OUT OF THE TENNESSEE RIVER WHILE HER HUSBAND DID A PARACHUTE ACT. Chattanooga, Tenn., June 27 (Special).-William Robertson, an employe of the Wild West show now

exhibiting here, was married this afternoon to Cynthia Kenna, of Hill City, a suburb of Chattaooga. The ceremony took place in the car of a palloon, and as soon as the words were pronounced making the couple man and wife, the ropes were making the couple man and wire, the ropes were cut and they started on a bridal tour through midal.

When the balloon was about one hundred and fifty feet up the bride became frightened and jumped, landing in the Tennessee River. She was rescued by men in boats.

The bridesroom stayed in the balloon until a height of probably one thousand feet had been reached, when he safely descended in a parachute.

HAMMERED THE DOOR FULL OF HOLES.

A WOMAN, SAID TO BE AN ACTRESS, DETER-MINED TO GET INTO HER BOARDING HOUSE. Miss Nettle Delmar, an attractive brunette about twenty-five years old, was arrested last night in West Twenty-second-st, and taken to the West

Thirtleth-st. station, charged with malicious mischief and disturbing the peace. More than a week ago Miss Delmar applied for board and lodgings to Mrs. Kate Marchant, who keeps a boarding-house at No. 13 West Twentyond-st. She paid \$16 for one week's board, but forgot to pay for the second week. Saturday evening Mrs. Marchant ejected her after a demand for

ing Mrs. Marchant ejected her after a demand for board. About midnight Miss Delmar returned to the place with a hammer and knocked the front door full of holes.

Finally she went away, but returned again last night. After ringing the bell, she demanded admittance, which was denied her by Mrs. Marchant. Miss Delmar applied all sorts of abusive epithets to Mrs. Marchant, and a big crowd gathered about. The police were sent for, and Miss Delmar was taken away, screaming hysterically.

An officer at the Thirtieth-st, police station declares that Miss Delmar is an actress. She, however, refuses to divulge her name or occupation.

COMMISSIONER SENNER A PRISONER.

LOCKED IN THE BARGE OFFICE FOR A COUPLE OF HOURS.

Dr. Joseph H. Senner, the United States Comsioner Edward F. McSweeney were prisoners for at the Barge Office. The two officials were conferring upon immigration matters, when the heavy door was blown to with a bang, which caused such a shock that the machinery of the lock became disarranged, and the door could not be opened until a locksmith had been procured. CAME TOGETHER HEAD ON. A QUEER MURDER MYSTERY.

CONEY ISLAND TRAINS ON THE BROOK-LYN ELEVATED ROAD IN COLLISION.

A SMASH NEAR THE VAN SICKLEN STATION RE-SULTS IN PROBABLY PATAL INJURY TO A PASSENGER-A NARROW ESCAPE FOR

SIX HUNDRED PLEASURE-

Two engines, drawing five cars each, of the Brooklyn Elevated Railroad crashed together, head on, a few minutes before 6 o'clock last night within several feet of the Van Sicklen station, on the tracks of the old Prospect Park and Coney Island Railroad. At the time the trains were going at a slow speed, as they were slowing up to stop at the station, and it is due to this that only one person of the six hundred people on board the trains was injured.

The man hurt in the accident was Charles ave., East New-York. He had his chest crushed, recovery were slim, as there were symptoms that he had been injured internally.

The accident was due, so far as can be learned, to the careleesness of a man at the station, whose duty it was to signal trains. This man had under him some Italians, who were placed at the switches, which they were to set according to the orders from the signalman. If the story about the accident, as learned last night, is true, these Italian helpers were an extremely careless lot

The signal-man displayed signs for both trains to come ahead and to pass a switch that should have been set for the train bound from Coney Island to cross to the right track and get clear of the one bound on the left track for the island. The switch, however, was turned so that the trains kept on straight ahead on the same track and bumped into each other before the levers of the engines could be reversed. The trains were in charge of John Gallick, en-

gineer, and Frank Connelly, conductor, and A. Lutz, engineer, and John Mahr, conductor. As the trains were nearing the Van Sicklen station, Charles Fingler, in charge of the switches, signalled to the Italians to turn the switches, and that both trains were to move ahead. The engineers saw the signal and increased the speed of their trains, and the Ital-

ians set the switches the wrong way. A moment later the trains crashed together just as William Rock, the flagman at the station saw that all was not right, and signalled for the trains to come to a stop. The signal of danger was either a moment too late or it was not noticed by the engineers. The force of the collision smashed the cow-

catcher of both of the engines and the noise made by the engines bumping together caused made by the engines bumping together caused most of the passengers on the trains to make wild efforts to get out of the cars.

A second before the crash people on the station had heard several persons singing and laughing in the cars, but these sounds of merriment gave way to shrieks as the rush to get out of the cars began. Among those on the train bound from Coney Island was Charles Lewis. He sprang for a window when the rush began and fell against the wheels of the car in which he had been riding. Several persons saw him fall and ran to his aid. When he was picked up he was found to be batly injured, and he was taken to the Norwegian Hospital by Drs. Ferris and Gillen.

After the accident the engines were switched on to the right tracks, and the one bound for Coney Island proceeded on its way.

IT MAY COST TWO LIVES.

AN EXPLODING LAMP IN MOUNT VERNON DAN-GEROUSLY BURNS A MAN AND HIS WIFE. At an early hour yesterday morning Mrs. Mary Stokem, of No. 127 Bridge-st., Mount Vernon, probably fatally burned about the body and face by the explosion of a lamp. After Mrs. Stokem and her children had retired, her husband came and her children had retired, her husband came home. He lighted a lamp downstairs and started for his bedroom. When he reached the threshold of the door he stumbled over a mat and fell. The lighted lamp fell upon the bed and exploded, setting lighted lamp fell upon the bed and exploded, setting fire to the bedclothes and Mrs. Stokem's night-robe. The fire was extinguished by Mr. Stokem, who was badly burned about the arms and face, who was badly burned about the arms and face. Mrs. Stokem's face and body were severely burned. She was removed to the hospital and Dr. Bertine says she cannot recover.

Mr. Stokem's wounds may prove fatal, as it is feared blood-potsoning will set in.

SENATOR PETTIGREW RECOVERING.

ABLE TO USE HIS VOICE SOMEWHAT, AND CON-

FIDENT OF COMPLETE RESTORATION. covered rapidly from his illness of Saturday. He had so far recovered his voice to-night as to be able to articulate quite distinctly, and he expressed great confidence in his speedy restoration to health. His physician concurs in this view, but insists upon his patient remaining quiet for the

THIRTEEN HORSES BURNED. AN EARLY MORNING FIRE SPREADS THOUGH

LUMBER-YARD TO THE STABLE. Jacob Blent, night watchman in the lumber-yard and packing-box factory of Frederick Buse, at No. 1,104 to 1,112 First-ave., and No. 400 to 416 East Sixtyfirst-st., was attracted shortly after 2 o'clock yesterday morning by the furious barking of his dog Nero in the boiler-room of the establishment. Blent sur mised that something was wrong and hurried to the place where the dog was barking. He found there a pile of rubbish on fire and tried to put out the flames without assistance. In so doing he was slightly burned about the hands. The blaze soon got wholly beyond his control, however, and, calling to the dog to follow him, Bient ran out of the building

the dog to follow him, Bent ran out of the building to sound an alarm.

At the same time, Patrolman Thomas A. Donohue, of the East Sixty-seventh-st station, who was passing, saw flames shoot up from the building and sent in a signal for assistance from the nearest box. Before the firemen arrived, the whole structure and the lumber-yards in the rear were ablaze. Three additional calls for firemen were rung, and within a short time many streams of water were playing on the flames. In the rear of the front building was a stable in which thirteen horses were stalled. The stable was one of the first structures to ignite, and there was at no time a chance for the escape of any of the horses, al. of which were burned.

Adjoining the factory on the south is a row of five-story tendement-houses, and the firemen kept several streams of water playing on them. All of the tenants in the house nearest the fire were obliged to vacate the premises on account of the limpending danger.

Chief Bonner took personal charge of the fire, which was an extremely difficult one to handle, for the mass of lumber covering a large part of the block in East Sixty-first-st., and which was piled twenty feet high, was burning in many places. The fire was under control within an hour after the arrival of the firemen, but the engines were engaged all day in playing on the place of hirring lumber. The loss on the factory and lumber-yard is estimated at \$20,000. The Manhattan Cornice and Roofling Company, which occupied one corner of the premises, was damaged to the extent of \$4,000. to sound an alarm.

THROWN FROM HER WAGON AND INJURED.

Mrs. Josephine Guidira, twenty-six years old, of No. 215 East Ninety-fourth-st., was badly injured yesterday afternoon, when she was thrown from a light wagon at Seventh-ave, and One-hundred-and-fifty-third-st. She was driving a spirited horse which passed up the avenue at a rapid pace. She turned the animal west into One-hundred-and-fifty-

turned the animal west into One-hundred-and-fifty-third-st., and in making the turn short the light wagon was toppled over and the woman thrown to the street. People who stood by stopped the horse after it had run a few yards.

The woman was carried into a nearby store and a call sent for an ambulance to Manhattan Hospital. Dr. Ramsey soon responded, and found that the woman had sustained a possible fracture of the skull She was advised to go to the hospital, but insisted on returning to her home. She was taken there in a cab.

Lazy livers and sluggish bowels are made active by Tarrant's Seltzer Aperient. 50c. & Sl. Ali druggists.

PRICE THREE CENTS.

PART OF A BODY FOUND IN THE EAST RIVER AND PART IN THE WOODS.

MARKS ON THE CORPSE INDICATE THAT THE

MAN WAS FIRST MURDERED AND THEN CUT UP-NO CLEW TO THE IDEN. TITY OF THE VICTIM.

It now appears that a revolting murder, which bids fair to baffle the skill of the detectives, has been committed in the case of the person whose headless and legless trunk was found floating in the East River, off Eleventh-st., on Saturday, as told in yesterday's Tribun . It was thought by some at first that the body had been cut up by medical students and discarded by them. Yesterday's developments in the case, however, leave little Joubt that the parts of the body found on Saturday were those of a man who had been brutally butchered by unknown persons. What are declared to be the lower parts of the mutilated trunk were found yesterday in the

woods above Washington Bridge. A GHASTLY DISCOVERY.

Julius Meyer, a mechanic living at No. 874 West One-hundred-and-twenty-seventh-st., with up across the Harlem River early yesterday afternoon. In the neighborhood of Undereliffeave., about two hundred feet south of One-hundred-and-seventy-sixth-st., there is a woods, in which wild berries grow. The Meyer boys were hunting for berries when they noticed a bundle lying against a wall. Uppercliffe-ave. runs along close by the high wall against the bottom of which lay the bundle. It was wrapped in heavy manila paper fastened with thick wrapping twine. The boys were prompted by curiosity to open the bundle. They loosened one end of the bundle, when a sickening odor that came from the package caused them to desist further investigation. They left the bundle lying exactly where they found it, and Mr. Meyer stood guard over it, while the two boys went in search of a policeman. They soon returned with Policemen Andrew Brunner and Thomas Farley, who tore off the paper, beneath which was a covering of oilcloth, that was also fastened with heavy twine. When this and another roll of oilcloth had been removed, the policemen saw at a glance that they had made a ghastly discovery. It was part of the trunk of a man's body, and to the policemen it seemed to be complete. A patrol wagon was summoned from the Highbridge station, and the body was removed in it to the station.

There it was examined by Captain Killilea and his detectives. There were no arms on the trunk, and the legs had been cut off close to the hips. The police thought from their examination that the upper part of the body had been severed at the neck. The parts of the body were incased in ollcloth of a red pattern of the same design as that wrapped about the portion of the trunk found in the Fast River.

PARTS OF THE SAME BODY.

Superintendent Murphy of Bellevue, as soon as informed of the ghastly discovery uptown, felt satisfied that it was the remaining part of the beheaded body found in the East River that was at the Morgue. In order to get it down to the deadhouse as soon as possible, he ordered a wagon to go for it from the Harlem Morgue, It was taken down to the lower morgue about 6 o'clock last evening. The two portions of the trunk were placed together and were found to fit together so as to form a complete body. That settled the fact that there was only one mystery to be solved, instead of two. The lower portion of the body had not been mutilated except where

the work of severing it had been done. Detectives Aloncle and Arthur Carey, both of whom did former good service in the Detective station, took the case in hand. They went down to the Morgue, saw the trunk as it was fitted together, and got all the information they could from the Morgue officials. Superintendent Murphy informed them of the result of the autopsy made by Deputy Coroner O'Hanlon before the Highbridge discovery had been reported, on the portion of the trunk that had been taken from the river. He became assured that a murder had been committed when two stab wounds between the fifth and sixth ribs and between the sixth and seventh ribs, in the region of the heart, were discovered. The Deputy Coroner also found a stab wound back of the left coilar bone that extended down into the apex of the left lung. There was no water or serum in the lung. Dr. O'Hanlon declared that the man had not been dead for more than thirty-six hours been dead for more than thirty-six hours

before the autopsy was perform MARKS ON THE BODY. On the forearm he found a bruise and on the under side of the right forearm there was a contusion, showing the shape of a heel, with the imprint of hobnails similar to those in heavy boots In the paim of the right hand was an incised wound, caused, as Dr. O'Hanlon believes, by

the victim seizing hold of the weapon with which the crime was committed. the crime was committed.

Dr. O'Hanlon, when the autopsy was completed, said he had seen many cases of mutilation during his experience, but this one was the worst he had ever looked at. There was blood under the thumb nail of the left hand. Dr. O'Hanlon also contends that there are numerous contusions on the body that could not possibly have been inflicted after death. From his examples of the body and research and the could not be a superior of the body and research. amination of the body and measurements made, Dr. O'Hanlen figures that the murdered man was about 5 feet 10 inches in height, and about thir-

ty-five years old.

THE MYSTERY DEEPENS. The two portions of the butchered trunk having been found in such widely separated localities puzzle the police in forming a theory as to where the dreadful work of murder and butchery was committed. Neither the police of Eldridge-st. nor of Highbridge are willing to admit that the crime was committed in their respective precincts. The Eldridge-st. police spective precincts. The Eldridge-st, police, of course, maintained that the upper part of the trunk having been taken from the river, might have fleated from almost any place. They think the lower limbs will be found somewhere be-fore long, but do not think it likely that the head will ever be found. They believe th derer has either buried it or burned it in a furnace in order to keep secret the identity of his victim.

A CALLER AT THE MORGUE.

Mrs. Clara Magnusson, of No. 333 East Twenty-eighth-st., called at the Morgue last night and asked to look at the body. She had been induced to call, she said, by some one who thought the body might be that of her brotherin-law, Max Carl Weinicke, who had been missing since May 17. The woman thought that the hands and arm of the dead man looked like hands and arm of the dead man looked like those of Weinicke, but she found no trace of two moles which had been on Weinicke's left shoulder. Mrs. Weinicke, who now lives with Mrs. Magnusson, refused to go to the Morgue. She had been asked to go there Saturday night, shortly after the upper part of the trunk had been removed from the river to the Morgue. She said that her husband had been a metal worker, and that his hands were large and hard. This does not at all agree with the delicate hands of the body found. When Weinicke disappeared, he lived with his wife and two children at No. 115 East Eighty-second-st.

115 East Eighty-second-st.
Detective Curran found last night that there are only two wholesale firms in the city which supply olicioth of the design found about the parts of the murdered man. These firms are the H. B. Claffin Company and H. Feuerstein, of No. 190 Stanton-st. The last named said he had not sold any of that particular kind of cloth in four months. He still has some, however in his store. It was compared with a clare. ever, in his store. It was compared with a piece found on the trunk in the river, and matched perfectly. Mr. Feuerstein turned his books over to the police, so that they now have thenames of every retailer in the city who bought this kind of olicloth from him. To-day these dealers will be seen.